



St. Marys River, MI

Project Features

- One of Great Lakes connecting channels; 63 miles long, flowing southeast between the State of Michigan and the Province of Ontario, Canada from the eastern end of Lake Superior into the northern end of Lake Huron.
- Authorization: River & Harbor Acts of 11 Jul 1870, 5 Aug 1886, 13 Jul 1892, 13 Jun 1902, 2 Mar 1905, 3 Mar 1907, Mar 1909, 25 Jul 1912, 4 Mar 1915, 22 Sep 1922, 21 Jan 1927, 3 Jul 1930, 26 Jun 1934, 30 Aug 1935, 7 Mar 1942, 15 Jun 1943, 2 Mar 1945, 24 Jul 1946, 21 Mar 1956, 9 Jul 1956
- Deep draft commercial channel
- Project depths varying from 27.5 to 30.0 feet in the St. Marys River, Lake Superior, and Lake Huron approaches.
- Total of 75 miles of federally maintained deep draft channels
- Project includes two active locks and two canals that handle over 80M tons of cargo annually and a hydropower plant of 20,000 kilowatt capacity.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, MCM Marine, Purvis Marine Ltd., Gardiner Marine Ltd., Kemp Coal Dock, Algoma Steel, Great Lakes Power, and nearly all Great Lakes shipping interests.

Project Requirements

- Approximately 55,000 to 85,000 cubic yards of material must be dredged on a 4 to 6 year cycle; the river was last dredged in 2008.
- Obstruction removal by Government plant is required in hard bottom channels of the St. Marys River on an annual basis.



- The Corps has developed a multi-year asset renewal plan to modernize the existing infrastructure of the locks to provide reliable infrastructure through the year 2035. The purpose is to improve the efficiency of lock operations and reduce the risks of downtime and vessel delays. This effort will focus on the Poe and MacArthur Locks, but other infrastructure at the facility is also included in the plan. Major items in the plan include replacement of the compressed air system, rehabilitation of the Poe and MacArthur Lock electrical systems, and many miscellaneous improvements and upgrades.
- Critical repairs to the main and Unit 10 hydropower plants are also needed; a portion of these will be addressed in 2014.
- The guidewalls along the West Neebish Island navigation channel (Rock Cut) are failing at various locations. Government plant completed a limited test repair of the walls in 2012, with additional repairs planned for 2013.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that transit the river that generate \$1.7B annually in direct revenue while supporting 38,380 direct, indirect, and induced jobs that produce over \$2.5B per year in personal income.
- If the channel was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 952M lbs of harmful particulate matter (PM-10) and increase costs by \$29M due to increased railroad related accidents, and \$24M due to increased trucking related accidents.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$4.7M and \$14.5M annually.
- Key component of the Great Lakes and St. Lawrence Seaway navigation system.
- Disruption of service would have catastrophic maritime and economic impacts.

Transportation Importance

- Only connecting channel between Lake Superior and the lower Great Lakes and the St. Lawrence Seaway.
- St. Marys Falls Canal and Locks provide for vessel passage around the 21-foot drop of the river over the falls at Sault Ste. Marie, MI.
- This canal serves both domestic and foreign flag vessels transiting the Great Lakes.
- Commodities transported through these channels include iron ore, coal, limestone, petroleum and petroleum products, chemicals and related products, primary manufactured goods, food and farm products, and manufactured equipment, machinery, and machine products.
- The U.S. Coast Guard Sector Sault Ste. Marie is located along the banks of the St. Marys River. This sector is responsible for all Coast Guard missions on Lake Superior, Northern Lakes Michigan and Huron and the surrounding navigable waterways, including: Search and Rescue, Law Enforcement, Aids to Navigation, Marine Safety, and Homeland Security. Aiding in these operations, from their home port in Sault Ste. Marie, MI, are the U.S. Coast Guard Cutters Katmai Bay and Buckthorn.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
St. Marys River, MI - Project Requirements and President's Budget (\$1,000)**

Work Package	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget	FY14 Requirement	FY14 President's Budget
Lock Operations & Maintenance	12,797	12,545	12,800	12,800	13,000	13,000
Project Condition Surveys	2,200	2,157	2,200	2,200	2,244	2,244
Strike Removal	3,245	3,181	3,050	3,050	3,245	3,245
Maintenance Dredging	684				500	500
DMMP	150					
CDF Fill Management Activities	200				1,000	1,000
St. Marys River Rock Cut Repairs (Gov't Plant)	750	735	1,000	1,000	1,200	1,200
Soo Locks Asset Renewal						
Misc. Poe Lock repairs/upgrades (gate anchorages)			1,400			
Replace Mac Lock Controls	2,000		8,000		8,000	
Poe Lock dewatering pump & contr.					600	600
Poe Lock gate coating replacement					1,000	1,000
Poe Lock electrical system rehab					4,600	
Poe Lock gate 1 replacement					6,300	
Design and Award Contract -Repairs to Southwest Pier Mac Lock Approach Wall	6,000					
West Center Pier Repair					3,000	
Rock Cut Repair Design			200			
Neebish Island Rock Cut Repairs (Contract)	2,000		5,800			
Compressed Air System	5,000	4,051**	3,102	3,102		
Design of New MacArthur Lock Culvert Valve Bulkheads	150					
Mac Lock Tainter Valve Bulkheads			100			
Mac Lock Bevel Gear Replacement	500	500*				
Mac Lock Gate Anchorages Replac.	653	653*				
Strategic Sustainability Performance Plan (SSPP) initiatives	250		200			
Major Rehab Report					500	
Other Business Lines						
Recreation: Visitors Center	638	314	373	291	401	318
Hydropower						
-Hydropower Operations	817	801	850	856	876	876
-Hydropower Maintenance	1,140	1,118	1,186	1,186	1,222	1,222
-Hydropower Repairs & Upgrades	3,280		4,252		4,854	1,945
Environmental Stewardship	111	109	73	55	49	49
Lock Security Contract	1,300	1,274	1,260	1,260	1,260	1,247
Lock Grounds/Snow Removal Contract	851	834	966	966	966	957
TOTALS	44,716	28,272	46,812	26,766	54,817	29,403

*Provided by National Provision in the FY12 Consolidated Appropriation Bill

** \$1.6M provided by National Provision in the FY12 Consolidated Appropriation Bill

Congressional Interests

- Representative Dan Benishek R-MI-1
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI
- Numerous other representatives and senators throughout the Great Lakes with interests in ports that share interconnectivity with the St. Marys River.